



Parking Reimagined

Commission on Aging
March 15, 2023

What are the goals?



- Parking rates and regulations tailored to the context of land use
- Flexibility
- Simplification and predictability

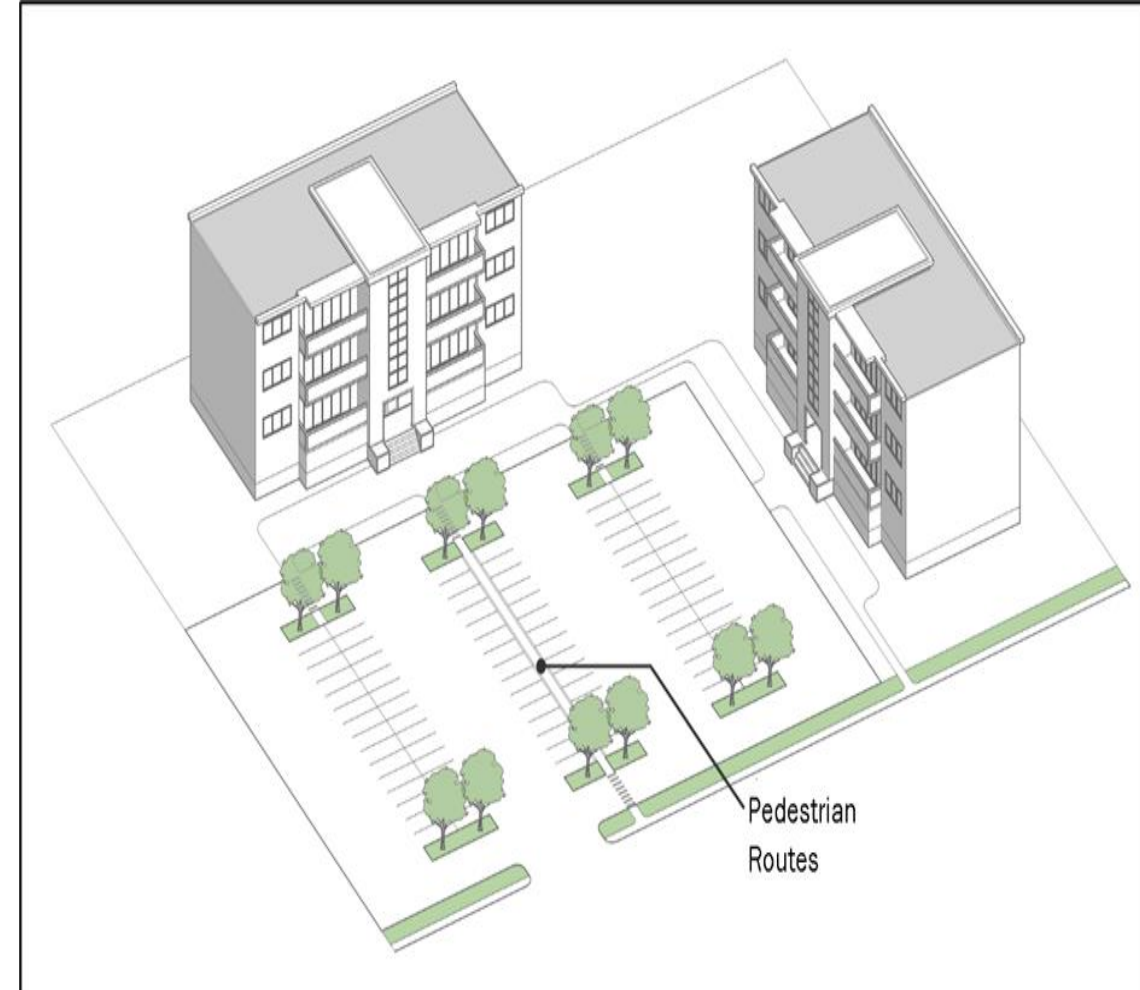
Project values

Project supports One Fairfax, Resilient Fairfax, CECAP, and the Comprehensive Plan

- Environment - Reducing parking requirements reduces impervious surface and infrastructure built for auto parking
- Equity - A quality-built environment that accommodates anticipated growth and promotes housing and services for all people
- Affordability - Slowing inflationary prices with opportunities for more housing as well as more affordable housing options
- Land-use Site Design - Reducing the influence of parking enhances placemaking opportunities, creating places where people want to be

Article 6 Applicability Off-Street parking standards Calculation of off-street parking

- Pedestrian routes in parking lots
- Modification of change-in-use language to base on available parking
- Permit 20% reduction to encourage parking lot landscaping
- Accessible parking modifications
- Tandem parking



Article 6

Parking rates

RESIDENTIAL USES

Household Living

Dwelling, Multifamily	1.3 spaces per unit
Dwelling, Single-Family Attached	2.7 spaces per unit with 0.2 space per unit located on common property and available for visitor or shared use
Dwelling, Single-Family Detached and Accessory Living Unit	2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street Accessory living unit (administrative permit): 1 additional space
Dwelling, Stacked Townhouse	2.3 spaces with 0.3 spaces per unit located on common property and available for visitor or shared use
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development	Applicable residential rate
Manufactured Home	1.5 spaces per unit

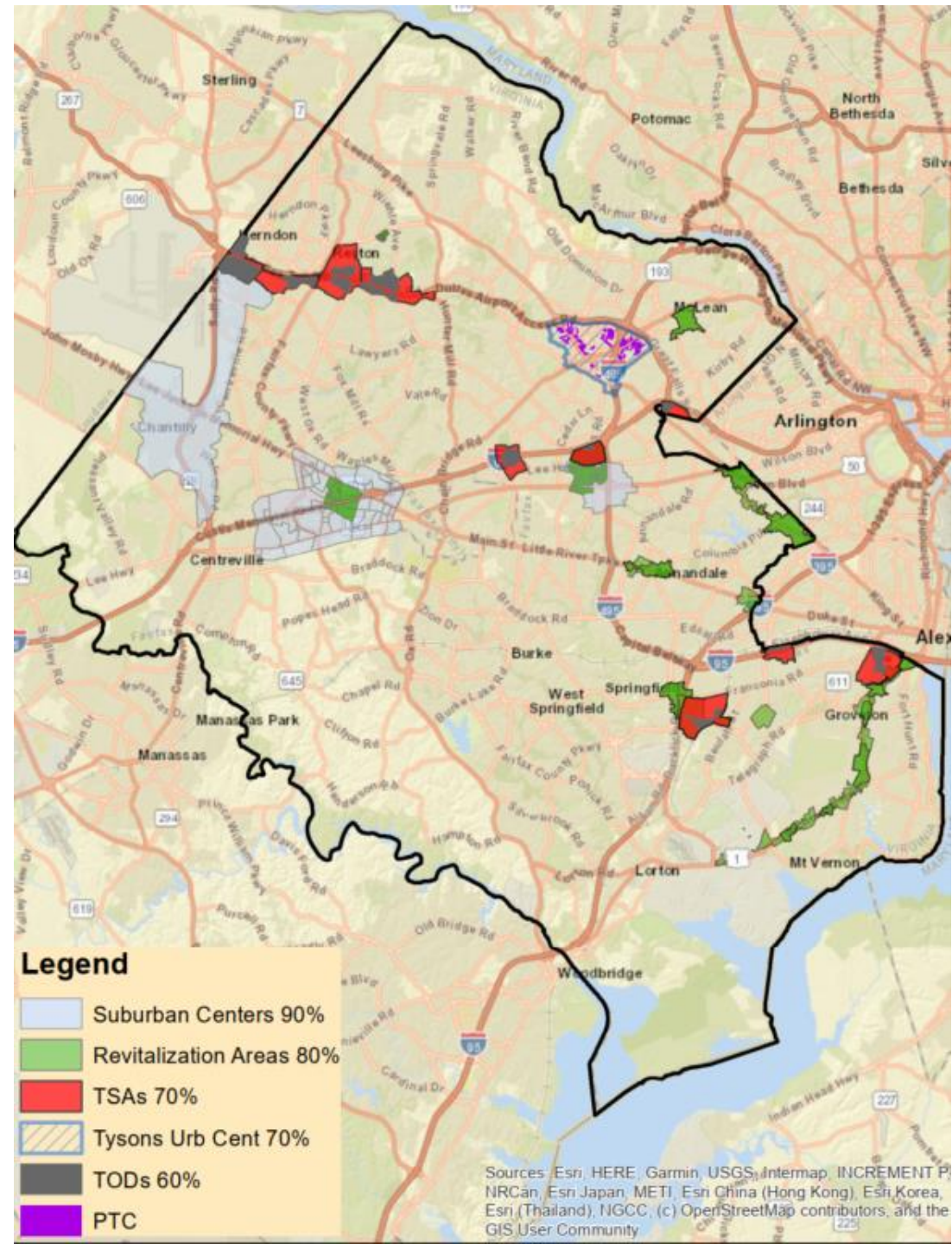
Group Living

Congregate Living Facility	1 space per 3 residents
Group Household	A group household must provide enough spaces to accommodate the parking needs of its residents
Religious Group Living	1 space per 3 residents
Residence Hall	1 space per 3 residents

- Simplification and right-sizing
- Modifications to residential parking rates
- Changes to independent living facilities
- Adult day support center & day care, RA in R Dist (Where rates changed)

Article 6 Rates and tiered framework

- Recommended rates with some adjustments
- Ranges provided to allow flexibility for decisions



Article 6 Tiered framework

- Tiered framework based on planned density and intensity
- Residential use parking rates defined in tiers



Article 6 Parking adjustments



Source: Taubman Company LLC

- Director approval of adjustments
- Creation of standard shared parking allowance
- Modifications to transit reductions
- Adjustments for:
 - Affordable housing
 - Public parking
 - Public benefit

Article 6 Vehicle Loading

- Simplification and condensing of loading requirements
- Lower rates based on staff analysis and waiver history
- Requirement for adequate receiving facilities

Table 6101.1: Minimum Required Off-Street Loading Spaces	
Use	Minimum Loading Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	No minimum requirement
RESIDENTIAL USES	
Dwelling, Multifamily; Dwelling Multifamily-ADU Development	1 space per each 100,000 square feet of gross floor area, provided that: No more than 2 loading spaces are required for a structure.
Congregate Living Facility	
Residence Hall	
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Public, Institutional, and Community Uses	1 space per each 100,000 square feet of gross floor area, provided that: No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined in Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center; and No more than 5 loading spaces are required for a structure in any other area.
COMMERCIAL USES	
Office, Hotel, and Commercial Indoor Recreation	1 space per each 100,000 square feet of gross floor area, provided that: No more than 3 loading spaces be required for a structure when located in a Commercial Revitalization District as defined Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development Area, or Tysons Urban Center; and No more than 5 loading spaces are required for a structure in any other area.

Article 6 Bicycle parking requirements

- New Zoning Ordinance section
- General provisions:
 - Minimum requirements
 - Design requirements
 - Required parking increases in tiered framework



Project Timeline



Parking Reimagined

Project website:

<https://www.fairfaxcounty.gov/planning-development/zoning-ordinance/parking-reimagined>

Website has:

- White paper with project details
- FAQs
- Presentation materials
- List of upcoming meetings
- Other background information

